

TYNE PORT HEALTH AUTHORITY

---

**ANNUAL  
REPORT**

of the

**MEDICAL OFFICER  
OF HEALTH**

for the year

**1965**

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**T. C. FALCONER, M.B., Ch.B., D.P.H.**

**MEDICAL OFFICER OF HEALTH**



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MEDICAL OFFICER OF HEALTH

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LYON STREET, HEBBURN.  
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# TYNE PORT HEALTH AUTHORITY

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CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER

DATED 29TH MARCH, 1897.

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ELECTED BY THE CORPORATION OF NEWCASTLE :

COUNCILLOR MRS. M. E. GRAHAM, M.B.E.

ALDERMAN R. W. HANLON.

ALDERMAN MRS. M. S. MURRAY.

ALDERMAN DAME C. C. SCOTT, D.B.E., J.P.

ALDERMAN MRS. M. SHAW.

COUNCILLOR MRS. M. STEPHENSON.

COUNCILLOR MRS. A. I. TELFORD.

ALDERMAN LADY A. WYNN-JONES, B.A.

ELECTED BY THE CORPORATION OF GATESHEAD :

COUNCILLOR W. COLLINS. (Chairman).

COUNCILLOR C. RYANS.

ALDERMAN B. N. YOUNG.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

COUNCILLOR J. P. HEARN. (Vice-Chairman).

COUNCILLOR J. SOWERBY, J.P.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

ALDERMAN E. W. MACKLEY, J.P.

ALDERMAN W. P. McANANY, J.P.

ALDERMAN MRS. M. E. SUTTON, J.P.

ELECTED BY THE CORPORATION OF JARROW :

COUNCILLOR S. T. STONES.

ELECTED BY THE CORPORATION OF WALLSEND :

ALDERMAN J. McFADYEN.

ALDERMAN C. L. PALMER, J.P.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR N. LAFFEY.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR T. P. S. PRUDHAM.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR J. T. STEPHENSON.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR C. B. WESTGARTH.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR W. G. F. SHACKLETON.

# C O N T E N T S

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	Page
SECTION I      Staff .....	7
,,    II      Amount of shipping entering the district during the year .....	8
,,    III     Character of shipping and trade during the year ...	14
,,    IV     Inland barge traffic .....	17
,,    V      Water supply .....	17
,,    VI     Public Health (Ships) Regulations, 1952—1963 ...	20
,,    VII    Smallpox .....	24
,,    VIII   Venereal Disease .....	25
,,    IX     Cases of notifiable and other diseases on ships .....	26
,,    X      Observations on the occurrence of malaria in ships	31
,,    XI     Measures taken against ships infected with or sus- pected for plague .....	32
,,    XII    Measures against rodents in ships from foreign ports .....	33
,,    XIII   Inspection of ships for nuisances .....	35
,,    XIV    Public Health (Shell Fish) Regulations, 1934 and 1948 .....	38
,,    XV     Medical Inspection of Aliens .....	38
,,    XVI    Miscellaneous :—	
(1) Burial of Persons Dying from Infectious Diseases .....	41
(2) Food Inspection .....	41
(3) Clean Air Act. ....	45
(4) Radioactive Material .....	46
(5) Launches .....	46
(6) Boundaries of Tyne Port Health Authority .....	47
(7) Association of Sea and Airport Health Authorities .....	48
(8) Dangerous Drugs .....	48
(9) Merchant Navy Welfare Board .....	48
(10) Education .....	49
(11) Port Facilities and Developments .....	49
(12) River Pollution .....	50
(13) Port Health Control— General Working Arrangements .....	51
(14) Medical Assistance and Treatment .....	51

# TYNE PORT HEALTH AUTHORITY

MILL DAM,

SOUTH SHIELDS.

MARCH, 1966.

TO THE CHAIRMAN AND MEMBERS OF THE  
TYNE PORT HEALTH AUTHORITY.

Mr. Chairman, Ladies and Gentlemen,

I have pleasure in presenting my Annual Report, as Medical Officer of Health to the Tyne Port Health Authority, for the year ended 31st December, 1965.

This report has been prepared in accordance with the directions contained in Form Port 20, of the Ministry of Health, which states that the information given under Sections I, V, VIII, XIV, XV and XVI, in an earlier report, which has not changed, need not be repeated annually but, a full report under each section is required quinquennially and this now falls due for the year 1965.

It is with the deepest regret that I refer to the death, on 1st September, 1965, after a long illness, of Mr. R. O. Burn, who had been Chief Port Health Inspector since 1962 having joined the staff as an inspector in 1933. Mr. Burn was held in the highest esteem by all those with whom he came in contact during the course of many years of service on the river.

Mr. W. B. Weatherston, Deputy Chief Port Health Inspector was promoted Chief Inspector in October, 1965, having most ably acted in this capacity throughout the previous year during Mr. Burn's absence. Mr. J. Cosgrove, the next senior inspector, was promoted Deputy Chief Port Health Inspector and the vacancy on the inspectorial staff was filled by Mr. W. O. A. Austin. Other staff changes included the resignation, accepted with regret, of Mr. A. Haxell, junior launch coxswain.

Dr. J. Eustace who had been Deputy Port Medical Officer of Health since 1955, resigned on 30th June, 1965, on his retirement from general practice. His service to the Authority was greatly appreciated, especially during the last long illness of my predecessor, the late Dr. T. L. J. Coxon. Fortunately, it has been possible to retain my deputising arrangements within the same practice of doctors already familiar with the work. Dr. J. O'Leary, now senior partner in this practice, was appointed Deputy Medical Officer of Health on 1st July, 1965.

During the year 1965, 4,425 vessels with a total net tonnage of  $7\frac{1}{2}$  millions entered the Tyne Ports; there was an increase in tonnage of 200,000 compared with the previous year. Total passenger traffic in 1965, exceeding 158,000 was again a record compared with the previous highest total of 150,000 in 1964. It is of interest to compare these figures with those contained in the previous quinquennial report for the year



1960. During this five year period the number of vessels arriving from foreign ports rose from 1,400 in 1960 to 1,607 in 1965, and passenger traffic rose from 136,000 to 158,000. The Medical Officer of Health is primarily concerned with passengers and with vessels arriving from foreign ports and these substantial increases under these headings in recent years have added greatly to his responsibilities and duties. The decline in the coastal trade with which the Medical Officer of Health is less concerned professionally, has enabled the inspectorial staff to devote an increasing amount of time to such important matters as the inspection of imported food, the sampling of water and observations of smoke from vessels.

Although there was a decline in the incidence of confirmed infectious disease, there were, during the year, increasing demands for medical assistance in emergencies and for other illnesses which frequently proved to be non-infectious. Particular attention continues to be paid to the vaccination state of all personnel on board vessels arriving from smallpox endemic areas and, where necessary, arrangements are made for vaccination to be performed.

During the year, 341 deratting exemption certificates were issued and 6 deratting certificates following the necessary fumigation or trapping. In addition, 48 rodent control certificates were issued in respect of vessels engaged in coast-wise trade.

Once again, I am pleased to express my most sincere appreciation of the valuable assistance invariably received from H.M. Customs and H.M. Immigration Service; the co-operation of these two government departments is a vital contribution to the efficient and harmonious working of the Port Health Authority. I am also grateful for the help given to myself and other members of the staff by the Tyne Improvement Commission, the Pilots, the Ministry of Transport, Lloyds Hailing Station, the Shipping Federation, shipowners, agents, masters and many others.

In my previous Annual Report, I paid tribute to the late Councillor George Watson of Hebburn who died on 4th January, 1965, while Chairman of the Authority. During the first half of the year, the vice-chairman, Councillor W. Collins of Gateshead acted as Chairman until officially appointed in this capacity at the annual meeting of the Authority in June, 1965. I wish to record my sincere thanks for the unfailing support and encouragement I have received from the Chairman during his extended tenure of office and also from the vice-chairman and other members of the Authority, whose sustained interest in port health work has been greatly appreciated by myself and other members of the staff.

In conclusion, I gladly pay a well deserved tribute to Mr. W. B. Weatherston, now Chief Port Health Inspector, and to all members of the staff who have worked most efficiently and willingly throughout the year.

T. C. FALCONER,

Medical Officer of Health.



SECTION I—STAFF

TABLE A.

Name of Officer	Nature of Appointment.	Date of Appointment	Qualifications	Any other appointments held
Dr. T. C. Falconer .....	Medical Officer of Health .....	5th April, 1963 ...	M.B., Ch.B., D.P.H.....	Medical Inspector of Aliens and Commonwealth Immigrants.
Dr. J. Eustace .....	Deputy Medical Officer of Health (part time) .....	27th July, 1955 ... (resigned 30/6/65)	M.D., M.R.C.P., I.....	Deputy Medical Inspector of Aliens and Commonwealth Immigrants.
Dr. J. O'Leary .....	Deputy Medical Officer of Health (part time) .....	1st July, 1965 .....	M.B., B.Ch., B.A.O. ...	Deputy Medical Inspector of Aliens and Commonwealth Immigrants.
T. H. Ogle .....	Clerk to the Authority (part time) .....	1st October, 1963	L.L.B. ....	Private Legal Practice.
<div>R. O. Burn</div> <div>deceased 1/9/65 .....</div>	Chief Port Health Inspector ...	30th May, 1933 ...	Cert. R.S.I. Certificate Meat and other Foods	
W. B. Weatherston .....	Deputy Chief Port Health Inspector (Promoted Chief Inspector 1/10/65)	6th February, 1933	Cert. R.S.I. Certificate Meat and other Foods	
J. Cosgrove .....	Port Health Inspector .....	1st August, 1962....	Cert. of P.H.I. Examining Board, Cert. of Meat and other Foods.	
W. O. A. Austin, M.B.E., S.B.St.J. ...	Promoted Deputy Chief Inspector 1/10/65)		Smoke Inspectors Cert....	
J. Anderson .....	Port Health Inspector .....	12th May, 1965 ...	Cert. R.S.I. ....	
	Port Health Inspector .....	1st Nov. 1962 .....	Cert. of R.S. Association. (Sc.) Cert. of Meat and Other Foods ...	
D. Wallace .....	Port Health Assistant .....	12th July, 1957 ...		
H. Burn .....	Clerk .....	4th March, 1935 ...		
R. Humphrey .....	Rodent searcher .....	21st Dec. 1951 ...		
L. Humphrey .....	Rodent searcher .....	28th Sept. 1953 ...		
R. S. Burn .....	Launch Coxswain .....	14th April, 1939 ...		
A. Haxell .....	Launch Coxswain .....	28th Feb. 1957 ...		
		(res'ned 31/10/65)		
R. J. McDermott .....	Launch Hand .....	7th August, 1962...		
F. D. Gallagher .....	Launch Hand .....	4th Oct. 1963 .....		
H. McLeman .....	Launch Hand .....	15th Nov., 1965 ...		

**PORT HEALTH OFFICE. Medical Officer of Health and Chief Inspector—Mill Dam, South Shields.**  
**Telephone Numbers of Residences—**  
**Medical Officer of Health—Whitley Bay 25020. Chief Inspector—N/cle 811173. Deputy Chief Inspector—Hebburn 832594.**  
**‘ Tel. South Shields 3419. Telegraphic Address—“Portelth, South Shields”’.**

**SECTION II—AMOUNT OF SHIPPING ENTERING  
THE DISTRICT DURING THE YEAR 1965**

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			by the Medical Officer of Health	by the Port Health Inspector	
Foreign Ports .....	1,607	3,198,637	625	1,573	17
Coastwise	2,818	4,251,492	49	2,589	6
Total .....	4,425	7,450,129	674	4,162	23

Total number of vessels visited by Inspectors :—

British Ships.

Steam .....	794	
Motor .....	1,796	
Fishing .....	82	
	<hr/>	2,672

Foreign Ships.

Steam .....	229	
Motor .....	1,343	
Fishing .....	222	
	<hr/>	1,794

Revisits .....	749	
	<hr/>	5,215
		<hr/>

Total number of crews of vessels visited by inspectors :—

British Ships.

British White .....	50,600
British Coloured .....	4,629
Alien White .....	357
Alien Coloured .....	4,393
	<hr/>
	59,979
	<hr/>

Foreign Ships.

British White .....	1,431	
British Coloured .....	9	
Alien White .....	47,732	
Alien Coloured .....	508	
	<hr/>	
	49,680	
	<hr/>	115,184

British Fishing Vessels.

British White .....	997	
British Coloured .....	—	
	<hr/>	997

Foreign Fishing Vessels.

Alien White .....	4,528	
Alien Coloured .....	—	
	<hr/>	4,528
		<hr/>
		120,709
		<hr/>



The Nationalities of vessels inspected were as follows:—

British .....	2,590
Belgian .....	1
Cyprian .....	1
Danish .....	188
Dutch .....	212
Eirean .....	4
Finnish .....	17
French .....	4
German .....	308
Ghanian .....	1
Greek .....	50
Icelandic .....	1
Indian .....	1
Israeli .....	2
Italian .....	1
Jugo-Slav .....	1
Kuwaiti .....	1
Lebanese .....	3
Liberian .....	60
Nigerian .....	1
Norwegian .....	504
Panamanian .....	30
Pakistani .....	1
Polish .....	5
Rumanian .....	12
Swedish .....	126
Venezeulian .....	1
U.S.A. ....	4
U.S.S.R. ....	32

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4,162

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## Tonnage of vessels visited by Inspectors :—

Steam.		
British .....	1,746,411	
Foreign .....	685,161	
	<hr/>	2,431,572
Motor.		
British .....	2,983,552	
Foreign .....	1,807,383	
	<hr/>	4,790,935
		<hr/>
		7,222,507
		<hr/>
Fishing.		
British .....	7,846	
Foreign .....	37,126	
	<hr/>	
		44,972
		<hr/>

## The number of re-visits made during the year were as follows :—

In connection with the issuing of Deratting and Deratting exemption certificates .....	465
In connection with health .....	196
In connection with defects .....	97
	<hr/>
	758
	<hr/>

**FOREIGN FISHING VESSELS.**

## Arrivals during the past three years :—

	1963	1964	1965
Polish .....	390	420	490
German .....	63	50	76
Dutch .....	13	27	22
Others .....	9	5	15
	<hr/>	<hr/>	<hr/>
Total ...	475	502	603
	<hr/>	<hr/>	<hr/>

## The Nationalities of Fishing Vessels visited were as follows :—

British .....	82
Dutch .....	2
Faroese .....	1
German .....	9
Icelandic .....	7
Polish .....	203
	<hr/>
	304
	<hr/>

The number of vessels inspected during each year for the last 10 years has been as follows :—

1956	Vessels .....	5,376	
	Fishing Vessels .....	195	
	Re-visits .....	787	
		<hr/>	6,358
1957	Vessels .....	5,582	
	Fishing Vessels .....	295	
	Re-visits .....	703	
		<hr/>	6,580
1958	Vessels .....	4,800	
	Fishing Vessels .....	61	
	Re-visits .....	536	
		<hr/>	5,397
1959	Vessels .....	4,130	
	Fishing Vessels .....	31	
	Re-visits .....	417	
		<hr/>	4,578
1960	Vessels .....	3,898	
	Fishing Vessels .....	29	
	Re-visits .....	388	
		<hr/>	4,315
1961	Vessels .....	4,392	
	Fishing Vessels .....	156	
	Re-visits .....	553	
		<hr/>	5,101
1962	Vessels .....	4,614	
	Fishing Vessels .....	320	
	Re-visits .....	590	
		<hr/>	5,524
1963	Vessels .....	4,679	
	Fishing Vessels .....	517	
	Re-visits .....	724	
		<hr/>	5,920
1964	Vessels .....	4,364	
	Fishing Vessels .....	398	
	Re-visits .....	679	
		<hr/>	5,441
1965	Vessels .....	4,162	
	Fishing Vessels .....	304	
	Re-visits .....	758	
		<hr/>	5,224



## CARGO TRAFFIC

Total tonnage entering the port during the past ten years has been as follows :—

1956	Foreign .....	3,002,844	
	Coastwise .....	4,981,238	
		<u>          </u>	7,984,082
1957	Foreign .....	2,931,713	
	Coastwise .....	4,998,400	
		<u>          </u>	7,930,113
1958	Foreign .....	2,570,021	
	Coastwise .....	4,489,741	
		<u>          </u>	7,059,762
1959	Foreign .....	2,545,285	
	Coastwise .....	4,323,063	
		<u>          </u>	6,868,348
1960	Foreign .....	2,753,439	
	Coastwise .....	4,278,136	
		<u>          </u>	7,031,575
1961	Foreign .....	2,876,817	
	Coastwise .....	4,593,261	
		<u>          </u>	7,470,078
1962	Foreign .....	2,901,251	
	Coastwise .....	4,745,422	
		<u>          </u>	7,646,673
1963	Foreign .....	2,939,943	
	Coastwise .....	4,764,628	
		<u>          </u>	7,704,571
1964	Foreign .....	3,108,885	
	Coastwise .....	4,123,398	
		<u>          </u>	7,232,283
1965	Foreign .....	3,198,637	
	Coastwise .....	4,251,492	
		<u>          </u>	7,450,129

### SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C.

TABLE SHOWING PASSENGER TRAFFIC FROM 1956 TO 1965

Year.	Passengers.	
	Inwards.	Outwards.
1956 .....	64,066	64,554
1957 .....	65,052	66,079
1958 .....	62,333	64,059
1959 .....	64,424	66,416
1960 .....	66,460	69,662
1961 .....	70,128	73,229
1962 .....	70,842	74,258
1963 .....	65,016	67,393
1964 .....	75,451	75,130
1965 .....	77,849	80,221

The passenger trade continues to flourish and 1965 was once again a record year with a total passenger traffic of more than 158,000 compared with the 1964 total in excess of 150,000 which was then the highest on record.

The bulk of the passenger trade is with Norway, and long established services continue to be operated by the Fred Olsen Company with the vessels "Blenheim" and "Braemar" and the Bergen Steamship Company with the vessels "Leda" and "Venus". The former company operates a regular service to Oslo and Kristiansand with up to three sailing weekly in each direction. The latter company's vessels sail to Bergen, Stavanger and Haugesund, and during the summer of 1965 an additional weekly sailing raised the frequency of the service from five to six sailings weekly in each direction. The frequency of these services operated by the Bergen Steamship Company will be further increased in the summer of 1966 to seven sailings weekly with the introduction of a new 9,000 ton vessel "Jupiter", with stern loading for cars. To provide for this new "roll-on" service which will operate three times per week, there is under construction, a new berth at Tyne Improvement Commission Quay, North Shields, and also a well appointed passenger terminal with special facilities for dealing speedily with cars and car passengers.

The summer passenger service to Esbjerg in Denmark was greatly improved in 1964 with the introduction of the vessel "Kronprins Frederik" which maintains a weekly schedule of three return sailings compared with two previously. The well appointed passenger terminal at Denmark Quay, Newcastle, was completed in 1964, and was improved in 1965 with the construction of a new adjacent customs examination shed for cars. This improved service with better facilities contributed to the increase in passenger traffic.

Through the courtesy of the General Manager of the Tyne Improvement Commission, I am able to give the following report on the import and export trade of the Tyne Ports.

**Imports of General Merchandise, principal articles:—**

	Tons.
Ales, Wines and Spirits .....	3,461
Cement .....	47,068
Fish .....	17,523
Fruit and Vegetables (Fresh) .....	15,730
Grain .....	254,174
Hemp and Flax .....	13,760
Iron and Steel Manufactures .....	24,326
Iron Ore .....	1,159,640
Antimony Ore .....	13,026
Zircon Sand .....	18,408
Other Metals and Minerals .....	56,503
Petroleum Coke .....	18,300
Petroleum Spirit .....	310,283
Oil Fuel and Other Oils .....	1,057,766
Provisions .....	96,001
Timber—Pit Props .....	125,863
Timber—Deals, Battens and Boards ...	170,250
Timber—Other Sorts (incl. Plywood) ...	33,831
Woodpulp .....	19,581
Other Goods .....	122,744
	<hr/>
	3,578,238
	<hr/>

**Exports of General Merchandise, principal articles:—**

Bituminous Manufactures .....	2,252
Electrodes and Electrical Equipment ...	3,556
Fireclay and Fireclay Goods .....	4,094
Grain and Feeding Stuffs .....	11,868
Iron and Steel Manufactures .....	23,547
Machinery .....	20,763
Metals (Non-Ferrous) .....	7,182
Oil Fuel Cargo .....	212,401
Paints .....	4,681
Petroleum Spirit .....	51,683
Rope and Twine .....	1,091
Sulphate of Ammonia .....	30,348
Tar and Pitch .....	26,037
Textiles .....	8,595
Zircon-Processed Sand, etc. ....	4,688
Other Goods .....	53,483
	<hr/>
	466,269
	<hr/>
Oil Fuel shipped as Bunkers .....	148,660
	<hr/>



**Exports of Coal and Coke**

	Tons.
Cargo Coal .....	4,473,477
Cargo Coke .....	162,824
	<hr/>
	4,636,301
Coal Bunkers .....	22,064
	<hr/>
	4,658,365
	<hr/>

## Shipments to :—

	Coal Cargo Tons	Coke Cargo Tons	Coal Bunkers Tons	Total Tons
U.K. Coastwise Ports ...	4,013,396	296	19,962	4,033,654
Foreign .....	460,081	162,528	2,102	624,711
	<hr/>	<hr/>	<hr/>	<hr/>
	4,473,477	162,824	22,064	4,658,365
	<hr/>	<hr/>	<hr/>	<hr/>

**Principal Ports from which ships arrive :—**

Ships arrive in the River Tyne from ports all over the world. In addition to vessels engaged in normal commercial trading, a large proportion of the ships entering the river are bound for the extensive and well equipped ship repair yards and dry docks for which the Tyne is justly famed.

## SECTION IV—INLAND BARGE TRAFFIC.

There are no canals in the area and no barges operating in the port.

## SECTION V—WATER SUPPLY.

### 1. Source of Supply for :—

#### (a) The District

The water supply for the Tyne Ports is obtained from the following sources :—

The Newcastle and Gateshead Water Company.

Sunderland and South Shields Water Company.

Tynemouth Water Company.

#### (b) Shipping

Vessels may obtain fresh water through hydrants from all of these supplying companies; also from six water boats which obtain their supply from the same companies.

A direct supply of fresh water is available from hydrants at the following quays, docks, and staithes; the following numbers indicate the hydrants available.

Brigham & Cowans Docks	38	Tyne Commission Quay ...	5
Tyne Dock		Commissioner's Staithes	2
Engineering Docks ...	19	Tanker Cleaning Quay ...	1
Harton Staithes .....	2	Esso Terminal .....	2
Middle Docks .....	28	Metnor Quay .....	4
Readheads Docks .....	14	Tyne Commission Yard ...	1
Tyne Dock .....	5	Tyne Plywood Quay .....	1
Iron Ore Quay .....	4	Clelands Shipyard .....	8
Sutherland Quay .....	5	Wallsend Slipway .....	7
Jarrow Oil Wharf .....	4	North Eastern Marine Co.	3
Mercantile Dock .....	28	Swan Hunter's Shipyard	2
Lennigs' Wharf .....	3	Swan Hunter's Docks ...	18
Munck' Wharf .....	2	Neptune Yard .....	16
Jarrow Staithes .....	5	Vickers Naval Yard .....	10
Palmers Docks, Hebburn	34	Baltic Flour Mills .....	1
Hawthorn Leslie's Docks	18	Dunston Staithes .....	11
R. B. Harrison's		Spillers Flour Mills .....	3
Slipway .....	2	Newcastle Quay .....	46
Fish Quay .....	17	Anglo Great Lakes	
Shields Engineering Co.	5	Corp'n, Newburn .....	1
Smiths Docks .....	36		
Albert Edward Dock .....	7		

## 2. Reports of Tests for Contamination

Regular sampling of water supplies is carried out and the samples submitted to the Public Health Laboratory for bacteriological examination, or to the Public Analyst for chemical and bacteriological examination, depending upon the reason for the taking of the sample. Constant supervision is exercised over water boats, the owners of which co-operate whole-heartedly in maintaining their vessels in a good hygienic condition.

Six waterboats are available for the supply of drinking water; four were in irregular commission during the year, a large proportion of water taken by vessels at the Tyne being supplied by hydrants at the quays and dry docks.

51 inspections of these craft were carried out in order to ensure that a satisfactory standard of hygiene is maintained in their tanks, hoses and couplings.

On two occasions it was found necessary to reprimand the masters of waterboats for allowing the storage of hoses on the main deck. When these vessels are loaded they have barely six inches freeboard, thus allowing contamination of hoses to take place by river water when passing through choppy water or the wash of passing ships.

13 samples were taken during the year and bacteriological examinations showed them to have a satisfactory coliform count. In one case only was the presence of *B. Coli* confirmed, probably due to the incorrect stowage of hoses as mentioned above; immediate action was taken to cleanse the tanks and hoses.

125 samples were taken from tugs, seagoing and fishing vessels, 10 coming under the category of suspicious and one as unsatisfactory from a bacteriological viewpoint. In each case the owners were contacted, and cleansing, chlorination, and flushing of the fresh water system was carried out, subsequent sampling giving satisfactory results.

After receipt of complaints four samples were submitted for chemical analysis, three showing that no cause for complaint existed, the fourth showing 1,180 parts per million of salt. The cause was traced to a human error and steps taken at once to ensure that this could not happen again.

A new ship launched complete with engines, was found to have sustained a break in a gland packing on launching, and river water had penetrated to the fresh water tanks. As a result of close co-operation between the Public Health Laboratory, the Public Analyst, the ship builders and the Port Health Authority, round the clock working was carried out from Friday afternoon until Monday noon, involving the pumping out of the river water, filling with fresh water and chlorinating, pumping out, refilling with fresh water, pumping out, and refilling a second time with slightly chlorinated fresh water. Samples were taken periodically over the week end, the results showing that the treatment had been satisfactory, and the final samples showed a complete absence of coliform organisms or *B. Coli*. As the vessel was taking over 100 persons on a three day sea trial the following day, the owners expressed their warm appreciation of the co-operation afforded them by all concerned.



As one of the principal industries on the River Tyne is ship repairing, a large number of ships arrive for the express purpose of general dry docking and surveys, during which period fresh water tanks are cleansed and treated. During the past few months a system has been commenced whereby the tanks of such vessels are inspected prior to cleansing, followed up by a further inspection after treatment, and further followed up by sampling of fresh water after filling. The owners contacted in connection with this system have expressed their appreciation of the service and their willingness to co-operate in any way they can.

It has been possible to devote more time to this section of the Authority's duties, resulting in a 100% increase in the number of samples taken. The results are also gratifying, showing 92% of the samples taken to be satisfactory, compared with 80% in 1964.

The following table gives the classification of samples taken.

	Highly Satisfactory	Satisfactory	Suspicious	Unsatis- factory	Total Samples
Waterboats .....	10	3	—	—	13
Seagoing, Fishing Vessels and Tugs...	102	12	10	1	125
Total .....	112	15	10	1	138

### 3. Precautions taken against Contamination of Hydrants and Hosepipes

Before commencing service to a vessel, hydrants and hoses are flushed by a continuous flow. Couplings and hoses are housed in covered stands and protected from weather and river spray.

### 4. Number and Sanitary Condition of Water Boats, and Powers of Control by the Authority

The following six water boats are available for the supply of fresh water to vessels in the Tyne Ports:—

Name of Water Boat	Name of Owner
"Crystal Stream" ... ..	Messrs R. G. Aitken & Co.
"Harcus" ... ..	Messrs A. Gibson.
"Shearwater" ... ..	Messrs A. Gibson.
"Britannia G'" ... ..	Messrs A. Gibson.
"Daphne H" ... ..	Messrs A. Gibson.
"Limnell" ... ..	Messrs S. Pascoe.

These water boats supply chlorinated drinking water to vessels lying in parts of the river inaccessible to shore supplies, and as they are subject to regular inspection it has not been deemed necessary to initiate a system of registration.

## SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS 1952—1963.

### 1. **List of Infected Areas** (Regulation 6)

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

Regulation 6 of the Public Health (Ships) Regulations, 1952 requires that the Medical Officer of Health shall, from time to time, prepare and keep up to date a list of ports which are infected or believed to be infected, with a quarantinable disease and, further, that he shall supply copies of every such list, and any amendment thereof, to the pilots and customs officers employed in the district.

The infected list is compiled from the Weekly Record of quarantinable diseases issued by the World Health Organisation. Nearly two hundred copies of the list are issued every six weeks to the Superintendent, H. M. Waterguard and to the Master of the Tyne Pilotage Authority who are advised, as need arises, of significant amendments in writing, or by telephone if required.

From a practical point of view, by far the most important of the quarantinable diseases is smallpox and particular attention is paid to all vessels which have called at ports in the smallpox endemic areas irrespective of whether or not such ports have been declared to be infected.

### 2. **Radio Messages**

- (a) Arrangements for sending permission by radio for ships to enter the district (Regulation 13).

In accordance with Regulation 12, the River Tyne Ports have been declared radio transmitting ports and ships may be contacted through Cullercoats Radio situated immediately north of the mouth of the River Tyne.

In the event of information being required regarding clinical details of a patient or the need for admission to hospital on arrival, a ship may be contacted direct by radio telephone.

- (b) Arrangements for receiving messages by radio from ships and for acting thereon (Regulation 14 (1) (a) and (2)).

In accordance with Regulation 12, the River Tyne Ports have been declared radio receiving ports and radio messages may be received from ships before arrival giving advance information regarding the state of health on board. This information is received via Cullercoats Radio and passed by telephone to the Port Health Authority directly or, on occasion, through a shipping agent. Such messages may, if need be, be transmitted to the Authority's launches which are equipped with V.H.F. radio telephone. The Medical Officer of Health and the Chief Port Health Inspector and their deputies can be contacted by telephone at their private residences.

Communications will be further improved during 1966, with the introduction of new V.H.F. radio equipment by the Port Authority, the Tyne Improvement Commission.



### 3. **Notification Otherwise than by Radio** (Regulation 14 (1) (b))

Arrangements for receiving notification otherwise than by radio and for acting thereon.

Virtually all vessels are now equipped with radio and it is usual for important information regarding the state of health on board to be received in advance either directly or through a shipping agent as described above. Occasionally, where no such advance notice has been given, reports are received from the pilots or customs officers.

The regular Norwegian mailboats do not carry a doctor and it is quite common for cases of sickness to come to light after the vessels have berthed. However, all such vessels are boarded on arrival by the Medical Officer of Health, who can take immediate action as required.

The following requirements regarding visual signals are included in the "Instructions to Masters" printed on the back of the Maritime Declaration of Health :—

#### **Signals**

The Master of any ship (whether from a foreign port or from a port in the United Kingdom) due to arrive in the Tyne Ports, which has on board or has had on board during its current voyage and within the last four weeks before arrival a case or suspected case of infectious disease, or on which there are any similar circumstances requiring the attention of the Medical Officer, must, when the ship comes within the district of the Port Health Authority, whether by day or night, show or give the following signals :—

- (a) the International three-flag signal LIM flown at the masthead or from where it can best be seen; and
- (b) between sunset and sunrise, either :
  - (i) the signal LIM flashed in the Morse Code by lamp, or
  - (ii) a signal consisting of a red light over a white light, the lights being not more than six feet apart, shown at the peak or from where the signal can best be seen.

The Master of a ship on which there is no case or suspected case of infectious disease or where the attention of the Medical Officer is not immediately required must, if the ship is due to arrive in the Tyne Ports from a **foreign port**, show or give the following signals when the ship comes, whether by day or night, within the district of the Port Health Authority :—

- (a) the International flag signal Q flown at the masthead or from where it can best be seen; and
- (b) between sunset and sunrise, either :
  - (i) the signal Q flashed in Morse Code by lamp, or
  - (ii) a signal consisting of a red light over a white light, the lights not being more than six feet apart, shown at the peak or from where the signal can best be seen.

### **Mooring Stations (Regulations 22 to 30)**

Situation of stations, and any standing directions issued under these regulations.

On arrival of an infected ship or suspected ship, or any ship on which there has been during its current voyage and within the last four weeks before arrival a case of quarantinable disease in respect of which the ship has not outside the United Kingdom been subject to measures equivalent to those provided for in these regulations, the master shall take it to a mooring station.

Where the medical officer has reason to believe that a ship on arrival may be one to which the foregoing paragraph applies, he may direct the master to take the ship to a mooring station to prevent its contact with the shore or with other ships.

### **Mooring Stations**

#### **(a) Within Docks**

Isolation buoys may be provided, as required by arrangement with the Harbour Master and Dockmaster of Tyne Dock.

#### **(b) Outside Docks**

As stated in the previous annual report of the M.O.H., the long established Quarantine Mooring Station at Jarrow Slake had become inadequate to accommodate the large modern vessels which now form a steadily increasing proportion of shipping entering the river. Other more suitable deep-water buoys may be made available and, by arrangement with H.M. Customs and the Tyne Improvement Commission it has been agreed to dispense with the mooring station at Jarrow Slake and that the Harbour Master, in consultation with the Medical Officer of Health, will ensure that any suitable tier of buoys, or dolphins, be made exclusively available, as and when required, for the purpose of placing a ship in quarantine, such place of mooring to be regarded as a "mooring station" for the purpose of the above regulations.



5. Arrangements for :—

(a) **Hospital Accommodation for Infectious Diseases**

(other than Smallpox—see section VII)

Cases of infectious diseases are admitted to either Walkergate Hospital, Newcastle upon Tyne or Queen Elizabeth Hospital, Gateshead.

(b) **Surveillance and Follow-up of Contacts**

Cases, infected cases and contacts of infectious diseases remaining on board are visited daily during the appropriate surveillance period.

Contacts, before disembarking, may be required to complete a surveillance card by inserting the address to which they are proceeding in order that the Medical Officer of Health of the district of destination may be advised. The portion of the surveillance card retained by the contact contains appropriate instructions and also a prepaid postcard to advise the Port Medical Officer of any change of address during the period of surveillance.

(c) **Cleansing and Disinfection of Ships, Persons, Clothing and other Articles**

Disinfection of ship board accommodation is carried out under the supervision of a Port Health Inspector. The work may be carried out by the staff of the authority or by a private firm approved by the authority. Cleansing of persons and disinfection of clothing, bedding and other articles is carried out with the co-operation of the Riparian Authorities.

## SECTION VII—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Newcastle Regional Hospitals Board has designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The Authority possesses no ambulance of its own, and is dependent on the co-operation of shore authorities for ambulance facilities of all types.

(3) Smallpox Consultants available :—

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant	Greensfield House, Gateshead, Co. Durham	Gateshead 71187	Gateshead 875035
Dr. J. R. Lauckner	46 St. Georges Terrace, Newcastle upon Tyne and Newcastle General Hospital, Westgate Road.	Newcastle 38811	Newcastle 81-2132
Dr. W. Minns	County Hall, Newcastle upon Tyne.	Newcastle- on-Tyne 28927	Humshaugh 317

(4) Facilities for laboratory diagnosis of smallpox.

Specimens are sent to the

Institute of Pathology,  
General Hospital,  
Westgate Road,  
Newcastle upon Tyne, 4.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations or, on occasion, to inform the next port of call.

## SECTION VIII—VENEREAL DISEASES.

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen and the steps taken to make these facilities known to seamen.

Facilities for the diagnosis and treatment of venereal disease are available at the following centres at the times shown below. Although venereal disease is not compulsorily notifiable, all seamen known to be infected are advised regarding the importance of early treatment and are told where and when this may most readily be obtained.

Newcastle upon Tyne— General Hospital, Ward 34

Telephone: Newcastle 33320

Monday to Saturday—10.00 a.m.—12 noon

Monday to Friday—2.00 p.m.—6.30 p.m.

North Shields—

Preston Hospital, Ward 25

Telephone: North Shields 74101

Tuesday—2.00 p.m.—6.00 p.m.

Friday—2.00 p.m.—6.00 p.m.

South Shields—

Special Clinic, Public Health Dept.,  
Stanhope Parade.

Telephone: South Shields 62649

Wednesday and Friday—9.00 a.m.—12 noon

Monday and Thursday—5.00 p.m.—6.00 p.m.

# SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned
		Pass-engers.	Crew.	
Cases landed from ships from foreign ports.	Pulmonary Tuberculosis	...	1	1
	Infective Hepatitis	1	...	1
	Malaria	...	1	1
	Miscellaneous	...	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Influenza	...	1	1
	Typhoid	...	1	1
Cases landed from other ships	Rubella	...	1	1
	Miscellaneous	...	3	3

The following category is in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed, and treated on board.	Impetigo	...	1	1
	Chickenpox	1	...	1
	Mumps	...	1	1
	Influenza	...	3	2
	Miscellaneous	...	4	4



## PULMONARY TUBERCULOSIS

On 2nd June, 1965, the tanker s.s. "British Adventure" arrived at Smith's Dock, North Shields from Dunkirk. One of the Indian Seamen was found to be ill and, on investigation, he proved to be suffering from advanced, active and infectious pulmonary tuberculosis. He was admitted to hospital for treatment and the necessary disinfection of ship's accommodation was carried out. All members of the crew immediately had a chest x-ray; this was carried out by the Mass X-Ray Mobile Caravan Unit which was sited within the dock area within easy access of the ship. Fortunately no other case of tuberculosis was discovered. A few members of the crew had left the ship before the diagnosis was established and the necessary arrangements were made to have them followed up as potential contacts.

## INFECTIVE HEPATITIS

On 26th June, 1965, the Norwegian mail boat m.v. "Venus" arrived at Tyne Commission Quay, North Shields. An elderly lady passenger returning from holiday, was found to be suffering from infective hepatitis. It appeared that she had been infected before proceeding on holiday during which her condition had gradually deteriorated and on arrival at North Shields she was quite severely jaundiced. Her condition was such that she could not undertake the long journey to her home and, accordingly she was admitted to hospital. This is quite typical of a passenger, in transit, requiring hospital admission on arrival for a condition which, under ordinary circumstances might well have undergone treatment at home.

## MALARIA

On 11th April, 1965, the British ore carrier m.v. "Cape Nelson" arrived, in ballast, from Nordenham where the vessel had discharged her cargo from West Africa. One of the crew had received treatment in Nordenham for what was then thought to be tonsillitis. After leaving Nordenham, his condition deteriorated rapidly and the vessel proceeded at full speed to the Tyne, meantime receiving medical advice by radio. The ship arrived off the mouth of the river well in advance of the expected time and was unable to proceed, as originally planned, straight into dry-dock. The patient was removed from the vessel by lifeboat and admitted, in a critical condition, to hospital where he died the following day from cerebral malaria.

## INFLUENZA

Considering the high incidence of influenza throughout Europe during the early and latter parts of the year, it is surprising that more cases did not occur on board vessels arriving in the Tyne. During the year there were three cases of influenza on board the Norwegian mail boat s.s. "Leda"; all were members of the crew and were treated on board. The first occurred on 3rd January, and the remaining two on 11th February. There had also been an outbreak of influenza aboard the Danish vessel m.v. "Karin Smits" which arrived from Aalborg on 25th March; this had spread throughout the crew and the last to be affected was recovering by the time the vessel arrived in the river Tyne.

## RUBELLA

On 30th April, 1965, one case of rubella occurred on board the tanker m.v. "British Crusader" in dry dock at Hebburn. Although this was a mild infection, the patient was admitted to hospital as the vessel was on the point of sailing to the Persian Gulf.

## CHICKENPOX

Particular attention is always paid to a diagnosis of chickenpox, especially should it occur in a patient who has recently visited a small-pox endemic area, as these two diseases may closely resemble each other. During the year only one case of chickenpox occurred on a vessel entering the Tyne; the patient was a passenger on the Norwegian mail boat m.v. "Blenheim" who had been in contact with another case of chickenpox and himself developed symptoms during the voyage from Oslo. He was treated on board and remained on board for the return voyage to Oslo where disinfection of the cabin was carried out.

## TYPHOID

The British vessel m.v. "Escalante" arrived in the Tyne from Gdynia on 13th September, 1965. One of the crew had been landed and admitted to hospital in Callao where a diagnosis of typhoid was confirmed. Following this, all the ship's water tanks were heavily chlorinated and during the remainder of the voyage strict attention had been paid to personal and food hygiene and there had been no further cases of sickness on board. It transpired that this infection had probably been acquired by sampling some of the "national dishes" in dubious restaurants.

## MUMPS

On 8th July, 1965, the Norwegian mail boat m.v. "Venus" arrived at Tyne Commission Quay, North Shields, when a member of the crew was found to be suffering from mumps. He was treated on board and arrangements made for him to be put ashore on return to Bergen and for his cabin to be disinfected. On such occasions an indifferent attitude is experienced. It seems difficult to convince seamen that mumps can be a severe infection in adults and may sometimes be seriously complicated with encephalitis. Furthermore, the possibility of acquiring infection from another case is greatly increased within the confines of a small shared cabin.

## IMPETIGO

With increasingly improved standards of hygiene and personal cleanliness both ashore and afloat, impetigo, which used to be a common complaint, is now quite rare. During the year only one such case was diagnosed. This occurred on the Danish vessel m.v. "Kronprins Frederik" which arrived from Esbjerg on 9th July, 1965. The patient was a seaman who was also found to be suffering from neurasthenia; following treatment on board, arrangements were made to have him put ashore at his home port in Denmark.



## MISCELLANEOUS

During the year, a number of other cases of infectious disease were seen; these included venereal diseases, which were always referred immediately for treatment at the special clinics, and also suspected glandular fever and tonsillitis. In a note to Question 5 which is required to be answered by the master of a vessel on completion of the Maritime Declaration of Health, it is stated that the following symptoms should be regarded as grounds for suspecting the existence of disease of an infectious nature :—fever accompanied by prostration or persisting for several days, or attended with glandular swelling, or any acute skin rash or eruption with or without fever; severe diarrhoea with symptoms of collapse; jaundice accompanied by fever.

During the year, a considerable number of suspected cases of infectious diseases were investigated; of these, only a small proportion proved to be of significance. However, it is always impressed upon the masters and senior officers of all vessels that it is of the utmost importance that all cases, where infectious disease is even remotely suspected, should be fully investigated. Not only is this in the interest of the patient but also in the interest of the full complement and owners of the ship. The neglect of infectious disease within the relative confines of a closed community on board ship, may result in a rapid spread of infection, with both damage to health and possible delay and thus additional costs to the vessels and their owners.

#### GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1965.

Cases of sickness seen on arrival or reported as having occurred during the voyage included the following :—

Abortion.	Epilepsy.
Accidents.	Hypertension.
Appendicitis.	Impetigo.
Asthma.	Infective hepatitis.
Asthenia.	Influenza.
Cerebral haemorrhage.	Malaria.
Cystitis.	Measles.
Dental trouble.	Mumps.
Diseases of the ear.	Mental disorder.
Diseases of the eye.	Rubella.
Diseases of the heart.	Tuberculosis.
Diseases of the intestines.	Typhoid.
Diseases of the kidneys.	Vaccination reaction.
Diseases of the lungs.	Varicella.
Diseases of the nose.	Venereal disease.
Diseases of the skin.	
Diseases of the stomach.	
Diseases of the throat.	

## VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving from Infected Ports were boarded by the Medical Officer and Inspectors of the Tyne Port Health Authority as under:—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Bombay .....	*	...	5
Calcutta .....	* †	..	1
Cebu .....	†	...	1
Cochin .....	†	...	1
Karachi .....	*	...	1
Madras .....	* †	...	2
Matadi .....	*	...	1
Pointe-Noire .....	*	...	8
Saigon .....	†	...	1
†Cholera      *Small Pox	Total ...	...	21

During the year a considerable number of coloured crews (mostly Indians, Pakistani and Chinese) flew into the country for the purpose of manning new ships, or, crew changes. Their point of departure was generally an “infected” area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they arrive on board their vessels within 48 hours of leaving these areas. We are notified by the Medical Officer, London Airport, of their arrival and destination, and surveillance is maintained during their sojourn in the Port.

## PLAGUE, CHOLERA, YELLOW FEVER, SMALL POX, TYPHUS OR RELAPSING FEVER.

No cases, nor suspect cases of the above occurred in the Port during 1965.



## **SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.**

There was one case of malaria during the year under review, this occurred on a British ore carrier m.v. "Cape Nelson" which had been in West African ports and then discharged her cargo at Nordenham in Germany where a member of the crew received medical treatment for tonsillitis. The vessel proceeded in ballast to the river Tyne and, during the voyage, the condition of this seaman deteriorated rapidly; he was admitted to hospital immediately on arrival, in a critical condition, and died the following day from Cerebral Malaria.

The continuing low incidence of malaria may be attributed to the vigorous application of anti-malarial measures. The effectiveness of personal prophylaxis is greatly enhanced by the extensive and continuing decrease in areas previously endemic, from which the insect vector has been eliminated. Much of the credit for this is due to the World Health Organisation.

## SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED OF PLAGUE

Plague is a serious infectious disease and is one of the six internationally recognised “quarantinable diseases”. It is primarily a disease of rodents and may be transmitted to man, in the bubonic form, by the bite of an infective rat flea. It is essential, therefore, that all vessels should be kept as free from rats as possible; the procedure for doing this is described in Section XII. This matter is universally recognised to be of such importance that all deep sea vessels must comply with regulations which require them to have a valid Deratting or Deratting Exemption Certificate (See Table F).

The measures to be taken against ships infected with or suspected of plague are set out in the Fourth Schedule of the Public Health (Ships) Regulations, 1952, as follows:—

“(1) The Medical Officer may—

- (a) require any suspect on board to be disinfected and place him under surveillance, the period of surveillance being reckoned from the date of arrival of the ship;
  - (b) require the disinfecting and, if necessary, disinfection of the baggage of any infected person or suspect, and of any other article on board and any part of the ship which the medical officer considers to be contaminated.
- (2) If there is rodent plague on board, the medical officer shall require the ship to be deratted in a manner to be determined by him, but without prejudice to the generality of this requirement the following special provisions shall apply to any such deratting—
- (a) the deratting shall be carried out as soon as the holds have been emptied;
  - (b) one or more preliminary derattings of the ship with the cargo in situ, or during its unloading, may be carried out to prevent the escape of infected rodents;
  - (c) if the complete destruction of rodents cannot be secured because only part of the cargo is due to be unloaded, a ship shall not be prevented from unloading that part, but the medical officer may apply any measure which he considers necessary to prevent the escape of infected rodents.”

In answer to the second question in the Maritime Declaration of Health, the Master must state if there has been, or been suspected, plague amongst the rats and mice on board, or if there has been an abnormal mortality among them. Although all vessels are examined for the presence of rats, particular attention is paid to vessels which have been in ports where plague is endemic.

During the year there were no cases, nor suspected cases of plague in ships arriving in the river Tyne, and all bacteriological tests on rats proved negative.

## SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Ship board rats are becoming increasingly scarce, and the old rat infested ship is becoming a rarity. Should there be any report of unusual numbers of rats or unusual behaviour among them, steps are taken to examine the vessel carrying them.

All runways, traces, tracks and possible harbourage are noted, and an estimate of the number of rats is formed.

The degree of rat proofing is noted and the ship's cubic capacity is measured compartment by compartment. On the result of this examination, appropriate treatment is decided, whether by poisoning, trapping or fumigation.

Similar procedure is adopted on examination for the issue of a deratting or deratting exemption certificate when it is insisted that the vessel be empty of all cargo.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation before destruction by incineration. Any abnormal rats are further examined, and if necessary, are subjected to bacteriological examination.

3. The deratting of ships is carried out by private contract between the agent and fumigating firms on the approved list of the authority.

These firms are:—

Messrs. Rentokil Laboratories Ltd.

Messrs. Contra Pest Services Ltd.

Messrs. J. Cuthbertson & Co. Ltd.

As the marine rat population has been steadily decreasing over many years, on the occasions when evidence of rats or mice is found, the numbers are usually so small as to make the cost of fumigating, in both time and money, out of proportion to the result achieved. A system of prebaiting and trapping is therefore now quite common, and is carried out by an approved firm of professional ratcatchers, Messrs. Joseph Currie & Sons with results which are entirely satisfactory to this authority and the shipowners involved.

4. Rat proofing is now a major consideration with Naval Architects in the construction of new tonnage, and in older vessels the substitution of expanded metal and sheathing for wooden conduits and casings is proceeding with successive surveys.



TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Numbers.
Black rats .....	106
Brown rats .....	76
Mice .....	21
Species not known .....	Nil.
Sent for examination .....	12
Infected with plague .....	Nil.

**Prevention of Damage by Pests Act, 1949.****Prevention of Damage by Pests (Application to Shipping) Order, 1951 :—**

48 Rodent Control Certificates issued.

TABLE F.

**Deratting Certificates and Deratting Exemption Certificates issued during the year for ships.**

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning*	Total		
H.C.N.  1	Other fumigant (State Method) 2					
...	...	6	...	6	341	347

\*state poisons used and number of Certificates issued after each poison.



## SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.  
INSPECTIONS AND NOTICES

Nature and Number of Inspections.	Notices served.		Result of Serving Notices.
	Statutory Notices	Other Notices	
Original ..... 4,162	.....	146	139 complied with
Revisits ..... 97			
Total ..... 4,259	.....	146	139 complied with

## CLASSIFICATION OF NUISANCES

Nationality of Vessels.	Number inspected during the year.	Defects of original construction	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British .....	2,590	1	23	98
Other Nations ...	1,572	.....	1	23

## SANITARY DEFECTS.

Inspection of crew's accommodation continues to be a most important part of the Port Health Inspector's duties.

Whilst revealing numerous instances of the continuance of defects which, with improved supervision by responsible officers and a responsive crew, should never occur, there are indications in the inspections that owners and superintendents are showing an earnest desire to give satisfactory accommodation to the personnel on board.

The elimination of out-of-date tramp ships and the substitution of faster and more economically run new tonnage with accommodation according to modern standards has proceeded satisfactorily. The extensive building of oil tankers has set a high standard of ship board comfort for their personnel.

### **The total number of vessels inspected during 1965 is as follows:—**

Steamers .....	1,023
Motor .....	3,139
	<hr/>
	4,162
	<hr/>

### **The Number of Vessels on which Defects were found are as Under:—**

British —Steam .....	54	
Motor .....	76	
Waterboats .....	2	
	<hr/>	132
Foreign—Steam .....	7	
Motor .....	7	
	<hr/>	14
		<hr/>
		146
		<hr/>

### **The Number of Vessels on which Defects were Remedied are as Under:—**

British —Steam .....	54	
Motor .....	70	
Waterboats .....	2	
	<hr/>	126
Foreign—Steam .....	6	
Motor .....	7	
	<hr/>	13
		<hr/>
		139
		<hr/>

**Defects of Vessels includes the following :—**

		Defects. Remedied.	
Accommodation	dirty	1	1
	neglected paintwork	2	1
	flooding	1	1
	oil leakage	1	1
	verminous	38	38
W.C.'s	foul	—	1
	defective	1	2
	defective flush	9	8
	inadequate water supply	1	1
	seats to repair	1	2
Washrooms	neglected paintwork	1	—
	defective showers	4	3
	defective basins	2	2
	inadequate water supply	1	—
Galleys	verminous	30	26
Pantries	neglected paintwork	1	—
	verminous	27	30
Provision store room	verminous	14	10
Refrigerated Chambers	dirty	2	1
Dampness due to	leaking decks	—	1
	leaking hawse pipes	—	1
	leaking steam pipe	1	1
	water lodging on tank top	1	1
Defects of	floors	5	4
	doors	1	1
	taps	2	2
	drainage	13	10
	butcher's block	2	3
Misappropriation of crew's spaces		1	1
Defective water supply		3	3
Inadequate heating		1	—
Rat infestation		8	7
Mice infestation		1	1
Excessive smoke emission		33	32
		<hr/>	<hr/>
		211	196



## **SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.**

There are no Shell Fish beds within the jurisdiction of the Tyne Port Health Authority.

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## **SECTION XV—MEDICAL INSPECTION OF ALIENS.**

The Medical Inspectors of Aliens holding warrants of appointment at 31st December, 1965 were as follows:—

Dr. T. C. Falconer. Medical Officer of Health.

South Shields—

Dr. J. O'Leary, Deputy Medical Officer of Health;

Dr. T. Lyons.

Newcastle upon Tyne—

Dr. J. H. Bainbridge;

Dr. E. J. Carmichael;

Dr. A. L. M. Graham.

### **Other Staff.**

Mrs. V. Moat, S.R.N.

### **Organisation of Work.**

Most of the work of medical inspection of aliens arises in connection with the Norwegian mail-boats, and is carried out by the Medical Officer of Health who attends disembarkations at Tyne Commission Quay, North Shields. There are up to six 7.00 a.m. disembarkations per week with further arrivals at mid-day, or later, at week-ends; there are additional mid-morning arrivals during the summer season.

Dr.'s O'Leary and Lyons who are partners in general practice, carry out relieving duties as required.

The summer season passenger service between Newcastle and Denmark continues with three sailings per week with disembarkations at Newcastle Quay at 1 p.m. This schedule does not permit the Medical Officer of Health to attend all disembarkations which, on certain days, coincided with the Norwegian Mail-boat arrivals at North Shields. To assist in the medical inspections at Newcastle, Dr.'s Blackledge, Carmichael, and Graham, who are in partnership in general practice, act as additional medical inspectors of aliens when required.

**Nature and amount of Aliens Traffic.****MEDICAL EXAMINATION OF ALIENS****Aliens Order, 1953.**

during the year ended 31st December, 1965.

1. Number of arriving ships carrying aliens ..... 491
2. Total number of arriving aliens (excluding crews) ..... 25,267
3. Total number of aliens medically examined ..... 565
4. Reports and certificates for aliens medically examined :—

Nature of report or certificate	Total number of reports and certificates issued	Aliens not permitted to land
A Unsound mind or mentally defective	...	...
B (1) Undesirable for medical reasons	...	...
(a) Inability to support	...	...
B (2) (b) Likely to require medical treatment	...	...
(c) Inability to support <b>and</b> likely to require medical treatment.	...	...
C Conditionally landed for further medical examination	...	...
Totals	0	0

**Accommodation for Medical Inspection and Examination.**

At Tyne Commission Quay, North Shields, there is a well appointed passenger terminal building with medical inspection room and waiting room; these facilities are available only to passengers travelling by the Bergen Line. In the case of the Fred Olsen Line, passport control and medical examination of aliens is carried out on board ship; this is less convenient and entails dealing separately with first class and second class passengers.

For passengers arriving from Denmark at Newcastle, at Denmark Quay, a modern passenger terminal includes a well appointed medical inspection room.

## COMMONWEALTH IMMIGRANTS ACT, 1962.

### Medical Examination of Commonwealth Immigrants.

The arrangements regarding the arrival of vessels carrying Commonwealth Immigrants are similar to those in operation in respect of aliens, and all the Medical Inspectors also hold warrants of appointment as Medical Inspectors of Commonwealth Immigrants.

### MEDICAL EXAMINATIONS.

during the twelve months ending 31st December, 1965.

1. Total number of arriving Commonwealth citizens  
subject to control under the Act .....2,242
2. Total number of Commonwealth citizens medically examined ... 1
3. Reports and Certificates for Commonwealth citizens medically  
examined : —

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder	...	...
B (1) Undesirable for medical reasons	...	...
B (2) Likely to require major medical treatment	...	...
Totals	0	0



## SECTION XVI—MISCELLANEOUS.

### BURIAL OF PERSONS DYING FROM INFECTIOUS DISEASE

The arrangements for the burial on shore of persons who have died on board ship from infectious disease may include disinfection and removal to mortuary prior to interment. In the case of death from a quarantinable disease cremation would be recommended.

### FOOD INSPECTION.

#### PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937—1948

The following tables show the types and quantities of foodstuffs imported at the Tyne and coming under the jurisdiction of the Tyne Port Health Authority. Further quantities of foodstuffs are also imported at Newcastle Quay, the inspection of which is, by delegation, the responsibility of the Newcastle upon Tyne Corporation.

#### TYNE IMPROVEMENT COMMISSION QUAY, NORTH SHIELDS.

##### NORWAY.

	Tons.	Cwts.		Tons.	Cwts.
Fish .....	14,078	6	Margarine .....	58	2
Frozen fish .....	178	15	Cheese .....	2,370	5
Canned fish .....	1,498	3	Eggs .....	434	11
Stockfish .....	303	7	Canned milk .....	8	6
Herring .....	197	11	Provisions .....	37	4
Herring meal .....	1,784	15	Biscuits .....		19
Meat products .....		16	Crispbread .....	18	10
Canned chicken ...	2	10	Chocolate .....		18
Offal .....	28	18	Beer and wines ...	77	16
Casings .....	241	17	Molasses .....		10
Butter .....	1,998	5	Bilberries .....	9	7

Two small consignments of Cheddar cheese having a total weight of 9 cwts. 3 qtrs. 22 lbs., were found to have been contaminated by sulphuric acid while in the ship's hold, and were destroyed under supervision.

**TYNE TEES STEAM SHIPPING COMPANY**  
**HILLGATE WHARF, GATESHEAD.**

HOLLAND.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat .....	3,112	7	Potatoe powder ...	5	17
Canned fruit .....	35	7	Apples .....	194	13
Canned vegetables	5	10	Grapes .....		16
Canned milk .....	14	14	Pears .....	32	19
Fresh fish .....	1	16	Tomatoes .....	84	4
Fruit juice .....	2	0	Lemons .....	4	3
Bacon .....	87	17	Melons .....	1	0
Lard .....	153	2	Oranges .....	51	2
Cheese .....	126	8	Plums .....	13	13
Butter .....	2	8	Blackberries .....	9	3
Eggs .....	45	10	Raspberries .....	4	7
Egg white .....	25	9	Strawberries .....	2	17
Chickens .....	73	14	Vegetables in brine	205	8
Cocoa butter .....	2	0	Carrots .....	88	5
Confectionery .....	43	8	Lettuce .....	45	16
Beer and Wines ...	540	8	Onions .....	1,311	15
Farina .....	67	14	Peas .....	130	3
Biscuits and rusks	12	11	Cabbage .....	33	10
Rice .....	10	0	Cauliflowers .....	85	12
Rice flakes .....	6	10	Beans .....		14
Jam .....		13	Cucumbers .....	26	19
Tea .....	5	5	Potatoes .....	290	10
Chicory .....		4	Beetroot .....	7	6
Cornflour .....	2	0	Gherkins .....	8	17
Spaghetti .....		8	Shallots .....		10
Ravioli .....	8	12			

GERMANY.

	Tons.	Cwts.		Tons.	Cwts.
Sugar .....	252	9	Epsom salts .....	50	14
Canned fruit .....	6	7	Casings .....	3	6
Canned meat .....	22	11	Bilberries .....	1	0
Canned fish .....	44	5	Mustard powder ...	1	0
Bread .....	1	0	Beer .....	7	3
Canned vegetables	5	13	Peas .....	10	0

LONDON.

	Tons.	Cwts.
Tea .....	453	4

ANTWERP.

	Tons.	Cwts.
Biscuits .....	1	8
Lard .....	10	16
Canned meat .....	4	0

**ALBERT EDWARD DOCK, NORTH SHIELDS.****White Sea Fishing Grounds.**

	Tons.	Cwts.
Frozen fish .....	165	10

**JOSEPH RANK & CO. LTD.,****BALTIC FLOUR MILLS, GATESHEAD.****Wheat**

	Tons
English .....	18,875
Australian .....	25,957
Canadian .....	35,231
French .....	1,304
American .....	3,416
Dutch .....	625
Argentinian .....	5,764
Belgian .....	438
Swedish .....	501

**Maize**

	Tons
Rumanian .....	9,935
French .....	1,469
American .....	10,429

**CO-OPERATIVE WHOLESALE SOCIETY LTD.,****DUNSTON FLOUR MILLS.****Wheat**

	Tons
Canadian .....	16,694
Argentinian .....	5,631
Australian .....	2,579
English .....	3,310
Dutch .....	1,233
Swedish .....	975

**Maize**

	Tons
French .....	315
American .....	5,710



The principal item of imported food, apart from wheat and maize, is fish from Norway. It is of good quality and due to the short sea passage arrives in excellent condition.

Canned goods, especially canned meat, are regular imports by weekly vessels, and have during the past year been subjected to a more rigorous inspection than has been possible in past years, due to an increase in qualified staff.

In addition to increased visual examinations, sampling for chemical and bacteriological examinations has increased considerably in comparison with previous years, and it is hoped that in 1966, given availability of foodstuffs when time and staff are also available, an even higher increase will be recorded.

The following items were the subject of such examinations, and all were found to be genuine samples, free from bacterial contamination, prohibited additives and adulterants.

Prawns .....	16	Tea .....	5
Dressed crab .....	1	Pork luncheon meat .....	1
Peeled shimps .....	2	Reindeer meat balls .....	1
Mussels Naturell .....	1	Ox tongue .....	1
Cheese spread with shrimp ...	1	Cooked ham .....	2
Sild in tomatoe sauce .....	1	Braised kidneys .....	1
Herring roes .....	1	Chopped pork .....	5
Lard .....	2	Chicken fillets in jelly .....	2
Margarine .....	1	Pate maison .....	1
Cheese spread .....	1	Blackberries .....	1
Almond pudding .....	1	Cranberry sauce .....	1
Chocolate pudding .....	1	Household juice .....	1
Dried peas .....	1		

It is not uncommon for dried, cured, smoked and canned meats, as well as other items, to arrive designated as ships stores. In some cases they are consigned to a specific ship, and are therefore dealt with by Her Majesty's Customs Landing Officer and the officers of the Tyne Port Health Authority as such. But in many cases these items are consigned to ship store merchants for general sale to unspecified ships. As there is nothing to prevent the sale of these items to the many stores now selling continental foodstuffs to the general public, they have been inspected in accordance with the Imported Food Regulations.

In connection with these regulations, the past year has been a record one with regard to the number of circulars received from the Ministry of Agriculture and Fisheries, revoking, modifying or amending official certificates and the accompanying establishment numbers. Some 70 circulars have been received, all of which were aimed at the tightening of the control of ante and post mortem inspection of meat and the hygienic processes involved in the canning of the same. This overseas meat, meat products, etc., cannot be imported into the United Kingdom unless accompanied by an official certificate, the establishment number of which must be in accordance with the circulars mentioned above.

Only one consignment without an official certificate arrived during the year, consisting of approximately one and a half hundred-weights of smoked ham, smoked sausage and tinned sausage; all were returned to the country of origin, not being accompanied by an official certificate.

**THE FOOD HYGIENE (GENERAL) REGULATIONS, 1960.**  
**THE FOOD HYGIENE (DOCKS, CARRIERS, ETC.)**  
**REGULATIONS, 1960.**

Attention to the requirements of these regulations is given during the routine inspection of all ships arriving at the Tyne, when galleys, pantries, provision storerooms, refrigerated chambers and handling rooms are examined for evidence of conditions prejudicial to health.

The personal hygienic standards of those engaged in the preparation of food, as well as that of the implements and utensils used are also the subject of inspection.

It was found necessary to issue 76 verbal warnings during the year as a result of the above inspections, but about 90% of these were in respect of cockroach infestation in varying degrees in galleys and pantries; destruction of these insects was carried out by firms specialising in such work. The remaining 10% of defects were accounted for by the dirty condition of butcher's blocks, paintwork and storerooms, all of which were rectified while the vessel was in port.

As the jurisdiction of the Tyne Port Health Authority does not extend on shore, the regulations dealing with Docks, Carriers, etc., can only be enforced with respect to conditions on board ship.

It was found that food carrying vessels maintained a good hygienic standard in their holds, the only causes of contamination being through heavy weather at sea resulting in a few cases of leakage of sea water or fuel oil into the holds, and in one case a spillage of sulphuric acid.

An excellent record is shown by grain carrying vessels, as on no occasion has it been necessary to condemn any part of a grain cargo for contamination.

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**CLEAN AIR ACT, 1956.**

**DARK SMOKE (PERMITTED PERIODS) (VESSELS)**  
**REGULATIONS, 1958.**

The carrying out of smoke observations was again increased during 1965, a total of 134 observations having been made, as a result of which Masters, Chief Engineers and Engineer Superintendents were personally interviewed on 34 occasions regarding excessive emissions.

The majority of these contraventions occurred when the vessels were undergoing repairs, which included adjustment of fans, burners, etc., for the purpose of rectifying such faults as would cause an illegal emission; full co-operation was received from all concerned in reducing emissions to a minimum while repairs and adjustments were carried out.

One particularly bad emission was caused by a vessel owned by a firm with a world-wide reputation for observance of all laws. This vessel, on docking late in the evening, literally belched smoke and soot throughout the night to the detriment of the surrounding neighbourhood, the residents of which very justifiably complained, and the incident was



publicised in the local press. The matter was not only dealt with locally, but the owners in London were contacted, and after a very exhaustive enquiry found that a fan had become inoperative, was repaired, and then required balancing. The repairers, while balancing the fan, required frequent speed changes, thus altering the draught to the furnaces. It is customary to advise such speed changes to the person in charge of the boiler, but due to a human error on behalf of the repairers, this was not done.

The owners took a serious view of the occurrence, and everyone concerned was severely reprimanded by them, and their superintendents warned that all steps must be taken to prevent a re-occurrence.

Emissions from vessels under way are in the main those coming into the category of classes 3 and 4 of the regulations, and are emissions of dark smoke, which is permissible in these classes for periods of 10 to 20 minutes. There is no doubt that when viewed from the shore on a still day, emissions of dark smoke for permissible periods can indeed appear to contravene the regulations.

Types of vessels such as tugs, hoppers, dredgers, etc., are the most difficult to control with regard to the emission of black smoke rather than dark smoke, owing to their being under way, thus necessitating considerable distances being travelled and time occupied in carrying out timed observations.

Summarizing the general emissions of smoke, it is found that the largest amounts of smoke emitted are of the type falling into the category of dark or less and are emitted for periods less than those allowed by the regulations. Black smoke is emitted on much fewer occasions and is usually emitted for less than the permitted three minutes; emissions for longer than three minutes are practically always due to mechanical breakdowns or the carrying out of fan and burner adjustments.

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### **RADIOACTIVE MATERIAL.**

During the year no radioactive material was included in cargo loaded on vessels leaving the Tyne, but one consignment of such material arrived on 17th July, 1965, on board the Norwegian mail boat m.v. "Braemar" from Oslo; this consisted of 12 cwts. Atomic Fuel Elements.

The International Atomic Energy Agency recommendations for the safe transport of radioactive materials form the basis for existing and proposed United Kingdom legislation.

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### **LAUNCHES.**

Both launches continued in service throughout the year and maintenance and repairs were carried out under the general supervision of Mr. R. S. Burn, the senior coxswain who assumed this responsibility in 1964 on the resignation of the Authority's previous part-time technical advisor. In the autumn, launch T.P.H.A. No. 2 underwent annual overhaul by Robson's Boatbuilders, Ltd., South Shields. This is the second



occasion on which this work has been undertaken by this firm which merits great credit for the excellence of its workmanship and for the speed with which it, and also urgent repairs, have been carried out. Certain alterations and improvements were carried out to the wheelhouse and a new engine room top fitted; the engine and gear-box were removed and completely overhauled. Although this launch was built in 1938, it is in good condition and should give good service for some years to come.

As mentioned in my previous annual report, launch T.P.H.I. No. 1 built in 1933, had almost reached the end of her useful service life and the Authority decided to proceed with her replacement. Accordingly, only essential repairs were carried out on this launch, sufficient to maintain her in service until her replacement in the spring of 1966.

The new launch, with a length of 40 ft., breadth of 9ft. 6 ins., and powered by a Gardner 56 H.P. Diesel engine, will be similar in general layout and design to launch T.P.H.A. No. 2 which has been found, after many years of practical experience, to be ideally suited for the nature of the work involved. Mr. F. Brown, South Shields, was appointed to advise on the specification, tendering and construction. The contract for building was awarded to Messrs. James Miller & Sons, St. Monance, Fife, and delivery should be completed in April, 1966.

During the year, both launches were fitted with V.H.F. Marconi Radio Telephone equipment with the base station at the Port Health Office at Mill Dam, South Shields. This installation has proved to be of the greatest possible value resulting in more economical use of the launches, with savings of time and improved efficiency in the deployment and working of the Authority's staff on the river.

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## **BOUNDARIES OF THE TYNE PORT HEALTH AUTHORITY.**

The boundaries of the Tyne Port Health Authority extend from Newburn on the north bank of the river and Blaydon on the south bank, proceeding eastwards to take in all the riparian borders of the constituent authorities to where the river enters the North Sea between the piers of North Shields and South Shields. This navigable portion of the river coincides generally with the boundaries of the Port Health Authority, the Tyne Improvement Commission and extends for almost twenty miles.

\*The river is spanned by the Tyne Bridge which carries the Great North Road from Gateshead to Newcastle and there are, in addition, road and rail bridges further up river. There are no bridges across the remaining eleven miles of the downward reaches of the river which are served by a passenger ferry between Hebburn and Wallsend and ferries carrying passengers and vehicles between North Shields and South Shields. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists and, there, the existing vehicular ferry will be replaced by an adjacent vehicular tunnel, at present under construction, which will come into service in the autumn of 1967.

## **THE ASSOCIATION OF SEA AND AIR PORT HEALTH AUTHORITIES OF THE BRITISH ISLES.**

The Tyne Port Health Authority is a member of the Association and is represented by the Chairman and the Medical Officer of Health at the Annual Conference which is normally held in the district of one of the constituent authorities. The 1965 conference was held in Southwark and was attended by the Medical Officer of Health; unfortunately the Chairman was unable to attend on this occasion. Amongst the subjects discussed, following the presentation of papers, were Port Health Control, Health Problems of Immigration, The International Sanitary Regulations, Imported Foods and Water Supply of Ships.

The Medical Officer of Health is privileged to be a member of both the Medical and General Committees of the Association and attends the meetings of these committees in London where a wide variety of subjects regarding Port Health Control is discussed. The membership of these committees includes the Medical Officers of Health of all the major ports and also officials from the various government departments. A most valuable opportunity is thus afforded, to discuss problems of mutual interest and concern.

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### **DANGEROUS DRUGS.**

During the year thirty-five certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs Regulations, 1953, Regulation 13 (2) of which is as follows:—

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the medical officer of health of the port health authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.
- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

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### **MERCHANT NAVY WELFARE BOARD.**

The Medical Officer of Health is a member of the local Port Welfare Committee which affords him further opportunity for useful liaison with representatives of such organisations as the Shipping Federation, Board of Trade, National Union of Seamen, Merchant Navy and Air Line Officers Association and the Consular Corps. Also represented are the various voluntary organisations such as the British Sailors Society, the Apostleship of the Sea and both British and Foreign Missions to Seamen, all of which deserve the greatest possible credit and support for the splendid work which they do amongst seamen and their families ashore.



## **EDUCATION.**

During the year a number of visits were paid by groups of medical undergraduates in the course of their public health studies and also by qualified doctors undergoing post-graduate study for the Diploma in Public Health. This instructional work was undertaken by the Medical Officer of Health and it was most encouraging to receive a number of appreciative letters confirming the interest shown in Port Health work which is a specialised branch of preventative medicine, knowledge of which, appears to be largely confined to those engaged in this field.

The Chief Port Health Inspector gave a number of lectures to pupil Public Health Inspectors as part of the course laid down by the Public Health Inspectors Examination Board.

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## **PORT FACILITIES AND DEVELOPMENTS.**

As one of the major seaports in the United Kingdom, the Tyne offers the following wide range of facilities for cargo, passengers, and the building and repair of ships of all sizes.

### **Passenger Service**

There are regular services for passengers and cars between Tyne Commission Quay, North Shields, and Norway, with rail connections to London and other parts of the country. During 1966, a new large roll-on car ferry will come into the Norwegian service, operating from a specially constructed new terminal; palletised cargo will be handled by fork-lift truck through cargo doors in the side of the vessel.

There is a summer service for passengers from Denmark Quay, Newcastle to Denmark.

### **General Cargo Facilities**

The facilities provided by the Port Authority, the Tyne Improvement Commission, include Albert Edward Dock and Tyne Improvement Commission Quay at North Shields, and across the river at South Shields, Tyne Dock with a new system for handling sawn soft wood, Sutherland Quay, and the Iron Ore Quay which can handle vessels up to 40,000 tons carrying capacity.

There are corporation quays at Tynemouth, mainly devoted to the fishing industry, at Gateshead and Newcastle where there are 30 berths extending for one and a half miles.

In addition, there are numerous private wharves owned and operated by commercial undertakings. Shipments of coal, for which the Tyne has so long been famed, are from special wharves known as "staithes". These are owned by the Tyne Improvement Commission, the National Coal Board and British Railways.

The grain trade is handled by three large mills each with berthing and discharging facilities. The Co-operative Wholesale Society plant at Dunston has a capacity of 20,000 tons. Joseph Rank's mill at Gateshead has a silo capacity of 22,000 tons, and that of Spillers of Newcastle, 34,000 tons.

There are two large modern oil terminals belonging to Shell and B.P. Oil Companies, at Jarrow and Esso Petroleum Company at Howdon.



### **Shipbuilding and Ship Repairing**

The River Tyne is justly famed for its marine engineering industry. It was here that the first marine steam turbine was developed and now, one of the principal centres for research is run by the British Ship Research Association at Wallsend.

Shipbuilding is carried on, by a number of firms, with 27 berths on the river; vessels of up to 100,000 tons have been built and there are prospects of constructing much larger ships. There are ship repairing facilities for all sizes of ships not only alongside quays, and on slipways, but within no less than 31 docks, the largest of which will take vessels of up to 800 ft. in length with the possibility of extension to accommodate even larger ships. This concentration of ship repairing facilities is probably unique.

### **Proposed New Port Authority**

The National Ports Council, under the chairmanship of Lord Rochdale, has recommended that a new port authority for the river Tyne should be established to take over the functions and facilities of the Tyne Improvement Commission, the Tyne Pilotage Authority, and the Newcastle, Gateshead and Tynemouth Corporation Quays. No change of ownership was recommended for the coal staithes owned by the British Transport Commission, The National Coal Board or for existing privately owned wharves and jetties. These recommendations have been agreed and it is expected that the new port authority will be constituted in 1967; membership of the board will include representatives of ship owners, traders, local authorities, trade unions and government nominees

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## **RIVER POLLUTION.**

The degree of pollution of the tidal reaches of the river Tyne has become progressively worse during a period of many years during which few practical steps were taken to deal with the problem, despite many investigations and reports, the first of which was carried out as long ago as 1912. In recent years, the lower reaches of the river had been receiving untreated sewage from a population of one million; the resultant gross and offensive river pollution became increasingly a matter of public complaint and comment. In October, 1958, a conference of constituent local authorities set up a Working Committee to investigate the whole problem of Tyneside Sewage Disposal. A Technical Sub-Committee was set up and proceeded with a long and detailed study of the problem, and in July, 1964, produced a report recommending a Sewage Purification Scheme with works at Howdon, in Wallsend, for primary treatment only, in the initial stage, and secondary treatment as necessary. This scheme, requiring capital expenditure in excess of £20 millions in the early years, has been accepted and it is expected that a Tyneside Joint Sewerage Board will be constituted by order of the Minister of Housing and Local Government during 1966.

A solution to this long standing problem will meet with universal approval. It must, however, be emphasised that river pollution is essentially a question of amenity and aesthetics as there is no evidence that it constitutes a hazard to public health.

## **PORT HEALTH CONTROL. GENERAL WORKING ARRANGEMENTS.**

The daily practical work of Port Health Control is carried out from the Port Health Offices at Mill Dam, South Shields. These offices provide satisfactory accommodation for the Medical Officer of Health, the Chief Port Health Inspector, and inspectorial and clerical staff; they are situated on the south bank of the river, approximately two and a half miles from where the river enters the sea, and are a convenient base from which to cover the busy lower and middle districts of the river. The adjacent Mill Dam Quay enables the Authority's two launches to berth at all states of the tide, and is within easy access to the launches' moorings at the ferry landing stage, South Shields.

The upper reaches of the river, including Newcastle and Gateshead, are under the control of the Deputy Chief Port Health Inspector. Here, boarding of vessels is generally direct from the quayside and, as there are good river crossing facilities by road bridge, transport throughout this district is, by car mostly, the services of a launch being available as required.

The Clerk of the Authority, who is a solicitor, acting in a part time capacity, has an office at Norwich Union House, Newcastle, where only administrative and financial matters are dealt with.

A close and most useful liaison exists between the officers of the Port Health Authority and those of the Waterguard, H. M. Customs and Excise. This ensures the speedy clearance of incoming vessels; delays are usually due to the failure of Masters or agents to give advance warning, as required by regulation, of sickness on board a vessel and of the estimated time of arrival. Emergencies occurring outside office hours are usually of a medical nature and are the concern of the Medical Officer of Health rather than the inspectorial staff.

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## **MEDICAL ASSISTANCE AND TREATMENT.**

Although the duties of the Medical Officer of Health are principally concerned with infectious disease, he is frequently called upon, at any hour of the day or night, to deal with all kinds of medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature. When messages are received from shipping agents or by cable or radio regarding illness or accident on board inward bound vessels, arrangements are made for the patient to be seen on arrival and, if necessary, ambulance transport and admission to hospital arranged in advance.

During the year, the two river launches of the Authority were equipped with V.H.F. radio equipment; apart from other operational advantages, this has enabled medical assistance, to vessels, to be rendered more speedily. The equipment of the launches includes a stretcher, first-aid kit and air-way to facilitate resuscitation.



It will be appreciated that, on occasions, a patient's clinical condition may be such that he is unfit to continue on his journey or on a long voyage, but could, under other circumstances, have been satisfactorily treated at home. It is pleasing to record that, without exception, the staffs of the hospitals in the area have always shown great sympathy and understanding in the admission of such cases of only moderate severity. Illness contracted by a seaman or passenger, perhaps in a foreign land, is invariably treated with every consideration.

Passenger traffic with Norway continues to increase. The regular Norwegian mail boats do not carry a doctor and there is an increasing demand for medical assistance and treatment by the Medical Officer of Health who meets all such vessels on arrival at Tyne Improvement Commissioners Quay, North Shields.

A most valuable and useful liaison is maintained with the Medical Officers of the Shipping Federation who normally undertake the treatment of seamen suffering from illness arising on board a vessel after arrival and after clearance under the appropriate port health regulations. Such treatment may also be carried out by general practitioners either engaged by the shipping agent or under the National Health Service.

The Medical Officer of Health and members of the Staff deal with a wide variety of requests for information and advice from shipping companies and agents also from private individuals regarding maritime medical and quarantine matters and vaccination for international travel.





